

4

TOWN & COUNTRY BIKEWAY

Length: 4.1 miles

Jurisdiction: Burlington

Trip Generators:

- Downtown Burlington
- Link Transit Transfer Hub (downtown)
- Burlington Station
- Eva Barker Park
- Town & Country Nature Park
- Andrews Elementary School
- Eastlawn Elementary School
- Alamance County Health Department, Social Services
- Main St, Church St, and Graham-Hopedale Rd commercial areas
- 2 high demand areas (see Map 2.2)

Support in Other Plans:

- Destination Burlington 2035 (Redevelopment Districts/Sites - Downtown, 'NoMa', Western Electric property)
- Burlington Pedestrian Transportation Plan
- Alamance County Trail Plan
- Mountains-to-Sea NC State Trail Master Plan

Potential ROW Needs:

- None

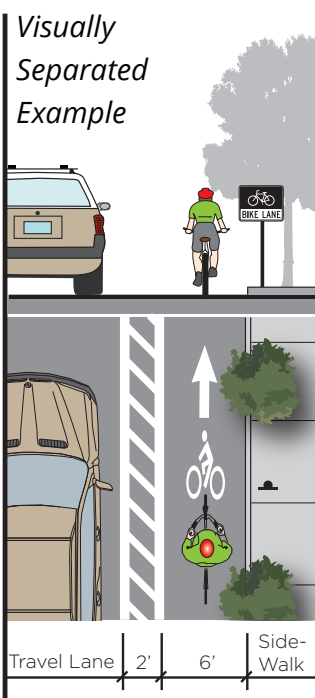
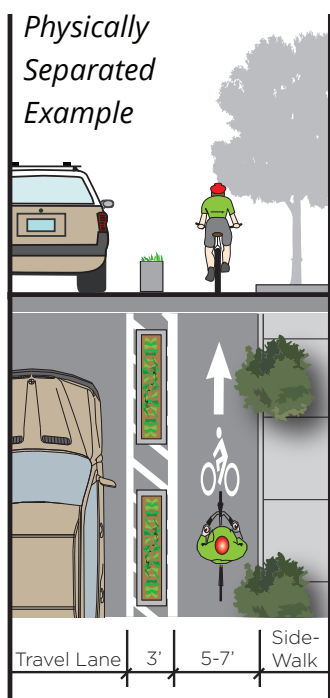
Potential Partnerships:

- City of Burlington
- NCDOT
- Burlington Downtown Corporation
- Businesses along corridor

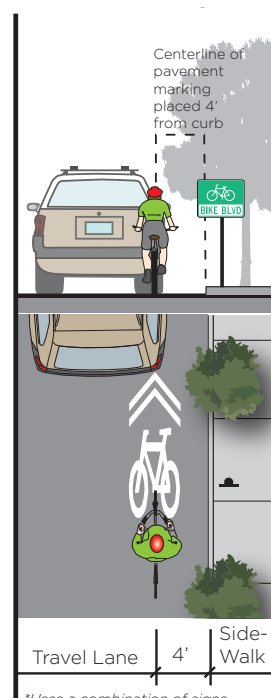
Estimated Construction Costs:

- \$132,438

Facility Type: Separated Bikeway



Facility Type: Neighborhood Bikeway



**Uses a combination of signs, pavement markings, and speed and volume management measures to create safe bicycle travel.*

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Install neighborhood bikeways with high-quality directional signage along Sellars Mill Rd, Hyde St, Riverside Dr, Woodhaven Dr, and Regent Park Ln to connect to a potential future park at Goat Island, and to multiple entrances of Town & Country Nature Park.

Construct separated bike lanes along McKinney St from Graham-Hopedale Rd to Andrews Elementary within the existing pavement width* (32'-33'). Narrow the existing travel lanes to 10' or less to allow at least 6' of space for bicycle facilities.**

Construct separated bike lanes along this short stretch of Graham-Hopedale Rd from Vaughn Rd to McKinney St by reconfiguring the travel lanes from five lanes to three 11' lanes. This will allow space to stripe and/or construct separated bike lanes with 10'-11' feet of space on each side of the roadway (53'-55' total pavement width).

Construct separated bike lanes along Vaughn Rd from Holly St to Graham-Hopedale Rd by reconfiguring the travel lanes from four lanes to three 11 ft lanes (one in each direction with center turn lane). This will allow space to stripe and/or construct separated bike lanes with 6-8 ft of space on each side of the roadway* (46'-48' total pavement width).**

Construct separated bike lanes along Main St from Ireland St to Church St by reconfiguring the travel lanes from four lanes to three 11 ft lanes (one in each direction with center turn lane). This will allow space to stripe and/or construct separated bike lanes with 7-8 ft of space on each side of the roadway* (47'-48' total pavement width).**

Construct separated bike lanes along the very wide section of Main St* (45'-58' total pavement width for two travel lanes) from Webb Ave to Ireland St. On-street parking should be situated between the separated bike lanes and the travel lanes.**

For entire project route: Reduce speed limit from 35 to 25 mph and install bicycle crossing markings at intersections.

**Care must be taken to smooth the asphalt/gutter transition as well as install bicycle friendly drainage gates to ensure comfortable bicycle operating space allotted for the bike lane within the existing curb.*

***Installing separated bicycle lanes will significantly enhance the pedestrian level of service of the existing sidewalk along Main St, McKinney St, and Vaughn Rd by adding to the minimal buffer space that currently exists between pedestrians and automobile traffic.*

